

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the application:

LISTING OF CLAIMS:

Claims 1-6. (canceled)

Claim 7. (previously presented) A pneumatic tire according to claim 18, further comprising another sipe substantially parallel to the contour line at the trailing edge of the ground-contact configuration and is inclined opposite said tire forward rotational direction at the ground contact configuration as the another sipe extends toward the axial direction outer-side of the tire, said another sipe being formed in a trailing edge region of each of blocks adjacent to and at tire transverse direction inner sides of the blocks at the shoulder sides of said pneumatic tire.

Claim 8. (canceled)

Claim 9. (previously presented) A pneumatic tire according to claim 18, wherein said sipe is formed in a tire transverse direction inner side of each of the blocks at the shoulder sides.

Claim 10. (previously presented) A pneumatic tire according to claim 19, wherein said sipe is formed in a tire transverse direction inner side of each of the blocks at the shoulder sides.

Claim 11. (currently amended): A combination of a vehicle and a pneumatic tire having a tread pattern including a plurality of blocks defined by a plurality of circumferential direction grooves extending substantially along a tire circumferential direction and a plurality of transverse direction grooves extending substantially along a tire transverse direction, wherein the tire is mounted on a the vehicle in a manner that a sipe, which is inclined opposite a tire forward rotational direction at a ground-contact configuration of the mounted tire as the sipe extends toward the axial direction outer-side of the tire, is formed in a trailing edge region of selected blocks of the plurality of blocks, and wherein said sipe is substantially parallel to a tangent line that is tangent to a contour line at a trailing edge at the ground-contact configuration at a same axial distance from an equatorial plane of the tire; and wherein the position of the sipes of the selected blocks are formed in a circumferential direction of the tire such that all of the sipes in a trailing edge region of the selected blocks are inclined opposite the tire forward rotational direction.

Claims 12-14. (canceled)

Claim 15. (previously presented) A pneumatic tire according to claim 11, further comprising another sipe, which is inclined opposite the tire forward rotational direction at a ground-contact configuration as the another sipe extends toward the axial direction outer-side of the tire, said another sipe formed in each of blocks which are adjacent to and at tire transverse direction inner sides of the blocks at the shoulder sides of said pneumatic tire.

Claims 16-17. (canceled)

Claim 18. (currently amended): A combination of a vehicle and a pneumatic tire having a tread pattern including a plurality of blocks defined by a plurality of circumferential direction grooves extending substantially along a tire circumferential direction and a plurality of transverse direction grooves extending substantially along a tire transverse direction, wherein the tire is mounted on a the vehicle in a manner that a sipe is formed in a region at a trailing edge of each of blocks at shoulder sides of said pneumatic tire among the plurality of blocks, and wherein both said sipe and a contour line at a trailing edge of a ground-contact configuration are inclined opposite a tire forward rotational direction at the ground-contact configuration of the mounted tire as the sipe extends toward the axial direction outer-side of the tire, said sipe and said contour line are substantially parallel to each other at a same axial distance from an equatorial plane of the tire.

Claim 19. (currently amended): A combination of a vehicle and a pneumatic tire having a tread pattern including a plurality of blocks defined by a plurality of circumferential direction grooves extending substantially along a tire circumferential direction and a plurality of transverse direction grooves extending substantially along a tire transverse direction, wherein the tire is mounted on a the vehicle in a manner that a sipe is formed in a region at a trailing edge of each of blocks at shoulder sides of said pneumatic tire among the plurality of blocks, and the sipe and

a line tangent to a contour line at a trailing edge of a ground-contact configuration of the mounted tire being inclined opposite a tire forward rotational direction at the ground-contact configuration as the sipe extends toward the axial direction outer-side of the tire, and being substantially parallel to each other at a same axial distance from an equatorial plane of the tire.

Claim 20. (previously presented) The pneumatic tire according to claim 18, further comprising a second sipe that is substantially parallel to a contour line at a leading edge of the ground-contact configuration and is inclined toward the forward rotational direction at the ground-contact configuration as the sipe extends toward the axial direction outer-side of the tire, the second sipe formed in a region at a leading edge of each of the plurality of blocks at the shoulder sides of the pneumatic tire.

Claim 21. (previously presented) The pneumatic tire according to claim 18, wherein the tire has a non-directional tread pattern.

Claim 22. (currently amended): A vehicle, comprising:

a rim ~~rotating mount~~; and

a pneumatic tire mounted on the rim ~~rotating mount~~ for rolling support of the vehicle on the ground, the pneumatic tire having a tread pattern including a plurality of blocks defined by a plurality of circumferential direction grooves extending substantially along a tire circumferential direction and a plurality of transverse direction grooves extending substantially along a tire

transverse direction, wherein a sipe formed in a region at a trailing edge of each of blocks at shoulder sides of said pneumatic tire among the plurality of blocks, wherein both said sipe and a contour line at a trailing edge of a ground-contact configuration are inclined opposite a tire forward rotational direction at the ground-contact configuration as the sipe extends toward the axial direction outer-side of the tire, said sipe and said contour line are substantially parallel to each other at a same axial distance from an equatorial plane of the tire.